DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
Office of Structural Materials
Quality Assurance and Source Inspection

Bay Area Branch
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Contract #: 04-0120F4
Cty: SF/ALA Rte: 80 PM: 13.2/13.9
File #: 69.28

WELDING INSPECTION REPORT

Resident Engineer: Siegenthaler, Peter
Address: 333 Burma Road
City: Oakland, CA 94607

Report No: WIR-023147
Date Inspected: 28-Apr-2011

Project Name: SAS Superstructure
Prime Contractor: American Bridge/Fluor Enterprises, a JV
Contractor: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island

OSM Arrival Time: 700
OSM Departure Time: 1900
Location: Shanghai, China

CWI Name:	N/A		**CWI Present:**	☐ Yes	☑ No
Inspected CWI report:	☐ Yes	☐ No ☑ N/A	**Rod Oven in Use:**	☐ Yes ☐ No	☑ N/A
Electrode to specification:	☐ Yes	☐ No ☑ N/A	**Weld Procedures Followed:**	☐ Yes ☐ No	☑ N/A
Qualified Welders:	☐ Yes	☐ No ☑ N/A	**Verified Joint Fit-up:**	☐ Yes ☐ No	☑ N/A
Approved Drawings:	☐ Yes	☐ No ☑ N/A	**Approved WPS:**	☐ Yes ☐ No	☑ N/A
			Delayed / Cancelled:	☐ Yes ☑ No	☐ N/A

Bridge No: 34-0006
Component: OBG Trial Assembly

Summary of Items Observed:

On this date Caltrans OSM Quality Assurance (QA) Inspector Mr. S. Manjunath Math was present during the time noted above for observations relative to the work being performed.

This QA Inspector randomly observed the following work in progress:

Orthotropic Box Girder (OBG) at Trial Assembly Areas

Segment 12CE to Segment 13AE (Transverse Splice T-Ribs and I-Ribs) for Field Splice

This QA Inspector performed Dimension Control Re-Inspection on the Transverse Splice T-Ribs to T-Ribs and I-Ribs to I-Ribs for the Segment 12CE to Segment 13AE (Field Splice) between Panel Point (PP) 117 to PP 117.5 at the following locations after rectifying the Root Gap :

Side Panel Corner Assembly I-Ribs to I-Ribs at 5 locations, between work point E11 towards Work point E13 (Bike Path Side).

Side Panel T-Ribs to T-Ribs at 13 locations, between work point E11 towards work point E13 (Bike Path Side).

Bottom Panel I-Ribs to I-Ribs at 5 locations, between work point E13 towards work point E3.

Bottom Panel T-Ribs to T-Ribs at 18 locations, between work point E3 towards work point E4.

Bottom Panel I-Ribs to I-Ribs at 5 locations, between work point E4 towards work point E14.

Side Panel T-Ribs to T-Ribs at 13 locations, between work point E14 towards work point E16 (Cross Beam Side).

Side Panel Corner Assembly I-Ribs to I-Ribs at 5 locations, between work point E14 towards Work point E16 (Cross Beam Side).

The QA Inspector measured the Vertical Offset using 1(One) Meter Straight Edge and measured the Horizontal Offset on the web using a Bridge Cam gauge.

The measurements were recorded in the Dimension Control Plan (DCP) on a separate form and submitted to the Lead Inspector and Engineer for review and disposition.

Segment 12CW to Segment 13AW (Edge Beam to Edge Beam)

This QA Inspector performed Dimension Control Inspection on the Edge Beam to Edge Beam at Work Point W13 (Counter Weight side) and at Work Point W14 (Cross Beam side) for the Segment 12CW to Segment 13AW between Panel Point (PP) 117 to PP 117.5 at the following locations:

The offset was measured at 5 (five) different locations in which 2 (Two) locations were at Flange area and 3 (Three) locations were at Web area. The QA Inspector measured the Offset using 1(One) Meter Straight Edge.

The Sweep was measured at 5 different locations between 117.5 towards PP 117 (Total 5 Locations) using string line.

The measurements were recorded in the Dimension Control Plan (DCP) on a separate form and submitted to the Lead Inspector and Engineer for review and disposition.

Segment 12AE to Segment 13AE (Skin Flatness)

This QA Inspector performed Dimensional Inspection, to check the skin flatness between Segment 12AE to Segment 13AE between Panel Points (PP) 117 and PP 117.5 at the following locations:

The skin flatness was measured on North side (Cross Beam side at B1 and B2 locations) and South side (Bike Path side at B3 and B4 locations) at 100mm from the weld connecting Bottom Panel to Side Panel using 2500mm string line to verify overall flatness. The straight edges of 600mm and 630 mm of length were also used to measure the localized flatness.

The skin flatness was measured on North side (Cross Beam side at T1 location) and South side (Bike Path side at T2 location) at 100mm from the weld connecting Deck Panel to Edge Panel using 2500mm string line to verify overall flatness. The straight edges of 600mm and 630 mm length were also used to measure the localized flatness.

The measurements were recorded in the Dimension Control Plan (DCP) on a separate form and submitted to the

Lead Inspector and Engineer for review and disposition.

Unless otherwise noted, all work observed on this date appeared to generally comply with applicable contract documents.

Summary of Conversations:

No relevant conversations were reported on this date.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Eric Tsang 15000422372, who represents the Office of Structural Materials for your project.

Inspected By:	Math,Manjunath	Quality Assurance Inspector
Reviewed By:	Miller,Mark	QA Reviewer